AMENDMENT 38
OFFICIAL PLAN OF THE
OTTAWA–CARLETON PLANNING AREA

OFFICIAL PLAN

OF THE

OTTAWA-CARLETON PLANNING AREA

AMENDMENT 38

The attached text and the maps marked as Schedules '1' and 2' thereto, constituting Amendment 38 to the Official Plan of the Ottawa-Carleton Planning Area, were adopted by the Council of the Regional Municipality of Ottawa-Carleton by By-law No. 1 of 1983, on the 12th day of Jan. , 1983, in accordance with Sections 13 and 17 of The Planning Act, R.S.O. 1980, c. 379.

CLERK

CHAIRMAN

THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

BY-LAW NO. 1 of 1983

A By-Law to adopt Amendment 38
to the Official Plan of the
Ottawa-Carleton Planning Area

The Council of the Regional Municipality of Ottawa-Carleton, pursuant to Sections 13 and 17 of The Planning Act, R.S.O. 1980, c. 379 enacts as follows:

1. Amendment 38 to the Official Plan of the Ottawa-Carleton Planning Area, consisting of an explanatory text and the maps marked as Schedules '1' and '2' thereto, in the general form attached as Annex "A" to this by-law, is hereby adopted.

2. The Clerk shall apply to the Minister of Municipal Affairs and Housing for the approval of the said Amendment 38.

3. This By-law shall come into force and take effect on the day of its final passing.

ENACTED and passed this 12th day of January, 1983.

CLERK

CHAIRMAN

AMENDMENT 38
OFFICIAL PLAN OF THE OTTAWA-CARLETON PLANNING AREA

The following text and Schedules '1' and '2' constitute Amendment 38 to the Official Plan of the Ottawa-Carleton Planning Area.

AMENDMENT 38

OFFICIAL PLAN OF THE OTTAWA-CARLETON PLANNING AREA

Purpose

The purpose of Amendment 38 is to amend Schedule 'C' Primary Road Network, Schedule 'E', Transitway Routes and Rapid Transit Corridors, and the text of Sections 3.1.3.2 and 3.1.4.3 of the Regional Official Plan. The amendment provides for the deletion of the Wilbrod Street and King Edward Avenue portions of the southeast approach to the Central Area Transitway and replaces them with a route along Waller Street and Nicholas Street. It also provides for the addition of King Edward Avenue south of Laurier Avenue as an "Existing Minor Road" and certain changes in the major road system in the vicinity of Laurier Avenue and Nicholas Street to conform to the functional designs of the proposed arterial road network.

Basis

The basis for Amendment 38 is to reflect Regional Council's decision to locate the southeast approach to the Central Area Transitway along Nicholas and Waller Streets between Mann Avenue and the Mackenzie King Bridge as a result of a request from the Action Sandy Hill community association.

The Amendment

1. Section 3.1.3.2 Rapid Transit is hereby amended by deleting the final paragraph and replacing it with the following:

   "In the central area, the rapid transit route will consist of a bus mall on Albert Street, two bus-only lanes on the north side of the Mackenzie King Bridge, a bus mall on Waller Street between the Mackenzie King Bridge and Nicholas Street, and a transitway on the east side of Nicholas Street between Waller Street and the Queensway. This route is shown on Schedule 'E' as 'Transit Vehicles on Existing Roads' (being the bus mall on Albert Street and Waller Street, and bus-only lanes on the Mackenzie King Bridge) and 'Transitway'."

2. Section 3.1.4.3 Major Network Components is hereby amended by deleting the last sentence of the fourteenth paragraph which reads:

   "King Edward Avenue will be reserved for the transitway connection between the central area and the Southeast Transitway."

3. Schedule 'C' Primary Road Network is hereby amended as shown on Schedule '1' attached hereto, by deleting the following links, currently shown as 'Existing Major Road' in the case of Waller Street and Laurier Avenue and 'Existing Minor Road' in the case of Wilbrod Street:

   a) Waller Street from Nicholas Street north to Stewart Street,

   b) Wilbrod Street from Waller Street west to Nicholas Street, and

...2

c) Laurier Avenue from Nicholas Street east to Waller Street.

4. Schedule 'C' Primary Road Network is hereby amended as shown in Schedule '1' attached hereto, by adding the following two links as 'Existing Minor Roads':

a) Laurier Avenue from Nicholas Street east to Waller Street, and

b) King Edward Avenue from Laurier Avenue south to Mann Avenue and the on ramp and off ramp connecting King Edward Avenue and Mann Avenue to the Queensway.

5. Schedule 'C' is hereby amended as shown in Schedule '1' attached hereto, by adding the following link as a 'Proposed Major Road':

"A connection between Nicholas Street at Laurier Avenue and Waller Street at Stewart Street."

6. Schedule 'E' Transitway Routes and Rapid Transit Corridors is hereby amended as shown in Schedule '2' attached hereto by deleting the following links, currently shown as 'Transit Vehicles on Existing Roads':

a) Wilbrod Street between Waller Street and King Edward Avenue.

b) King Edward Avenue between Wilbrod Street and Mann Avenue.

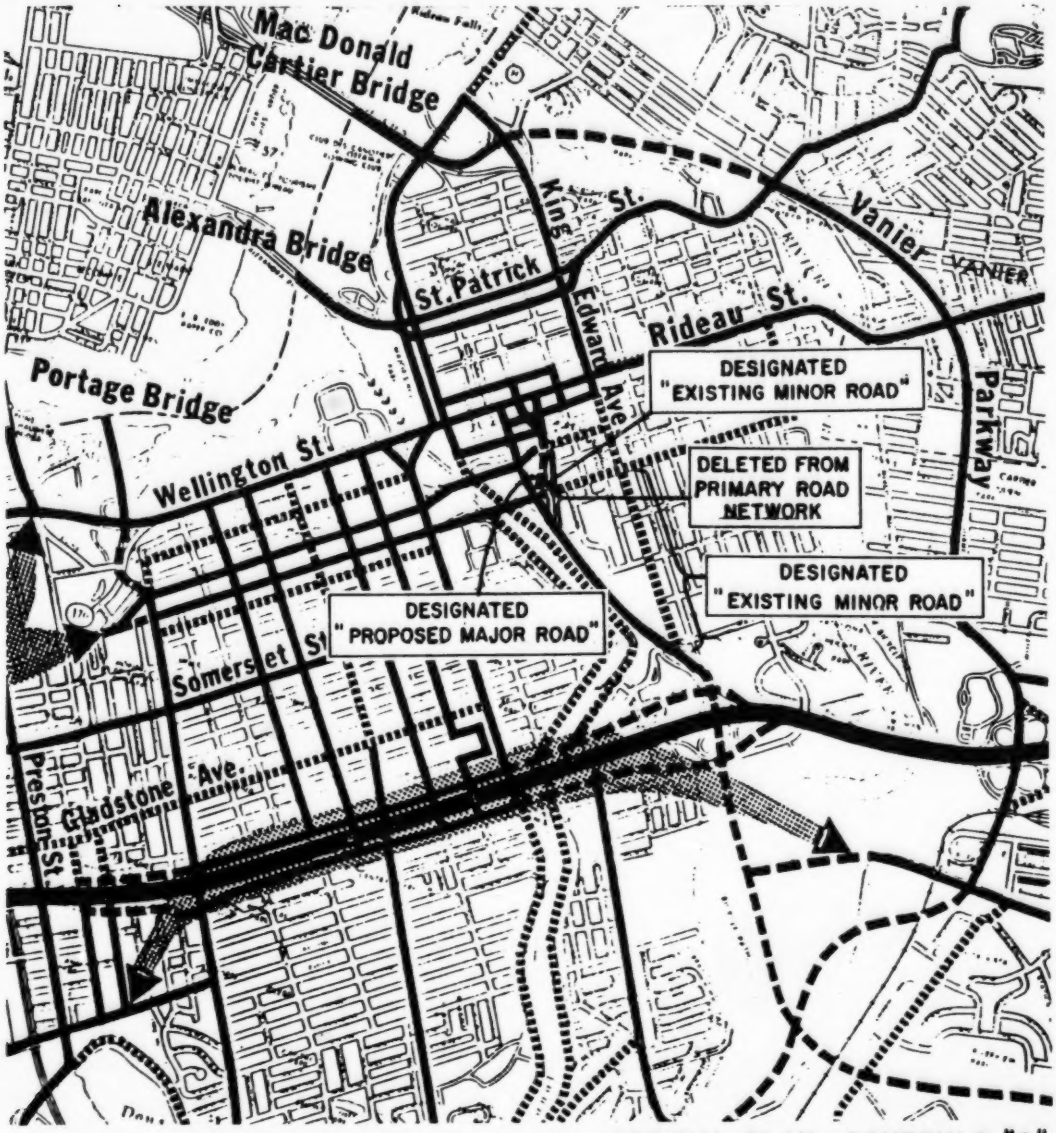
7. Schedule 'E' is hereby amended as shown in Schedule '2' attached hereto by adding the following link as 'Transit Vehicles on Existing Roads':

a) Waller Street between the Mackenzie King Bridge and Nicholas Street;

and by adding the following link as 'Transitway':

b) Along the east side of Nicholas Street between Waller Street and the Queensway.

SCHEDULE "1" OF AMENDMENT 38
OFFICIAL PLAN OF OTTAWA-CARLETON
PLANNING AREA
LA CARTE LEGALE "1" DE L'AMENDEMENT 38
LE PLAN DIRECTEUR DE LA ZONE DE PLANIFICATION
D'OTTAWA-CARLETON



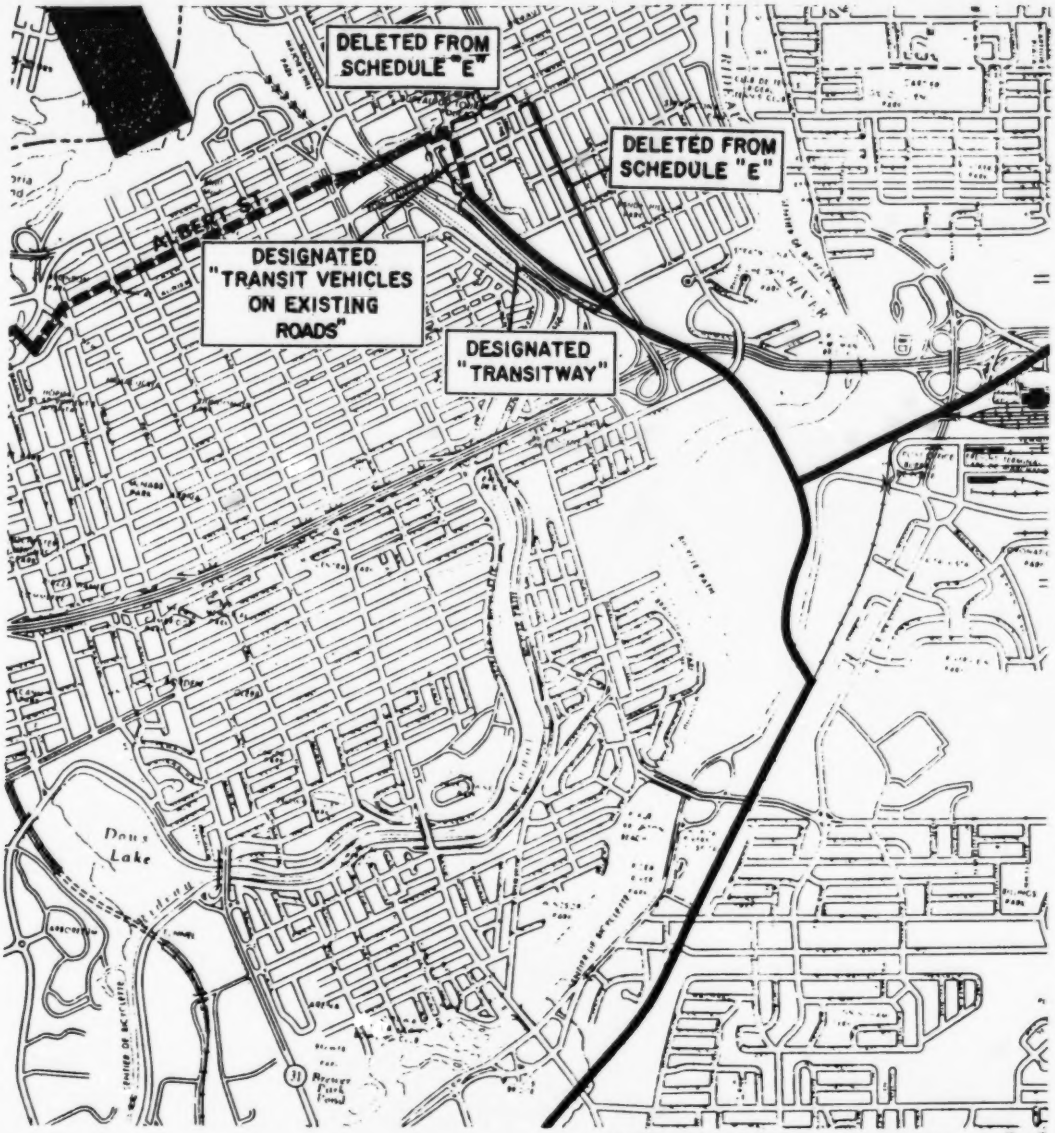
OFFICIAL PLAN – SCHEDULE "C"
PRIMARY ROAD NETWORK

LEGEND

EXISTING MAJOR ROAD
EXISTING MINOR ROAD
PROPOSED MAJOR ROAD

SCALE 1:25,000

SCHEDULE "2" OF AMENDMENT 38
OFFICIAL PLAN OF OTTAWA-CARLETON
PLANNING AREA
LA CARTE LEGALE "2" DE L'AMENDEMENT 38
LE PLAN DIRECTEUR DE LA ZONE DE PLANIFICATION
D'OTTAWA-CARLETON



OFFICIAL PLAN – SCHEDULE "E"
TRANSITWAY ROUTES &
RAPID TRANSIT CORRIDORS

LEGEND

TRANSITWAY

TRANSIT VEHICLES ON EXISTING ROADS

SCALE 1:25,000